

Strategic connections in North West Auckland

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Creating an integrated system that can move large numbers of people and goods safely and efficiently will help deliver a truly multi-modal transport network. Here's a snapshot of the projects planned to help achieve this.

Potential Future Rapid Transit Corridor (RTN)

There are plans to provide rapid transit to the north west in the long term. Rapid transit is a fast, frequent, high-capacity public transport system. It will be fully separated from general traffic, which means it will be congestion-free – like the Northern Busway on the Northern Motorway (SH1).

Te Tupu Ngātahi Supporting Growth is identifying and protecting a corridor between Brigham Creek Road and Kumeū-Huapai.

From a new interchange at Brigham Creek, the RTN will follow the same corridor as the Alternative State Highway and walking and cycling facilities. At the North Auckland Rail Line, the potential future rapid transit corridor and cycling and walking facilities split from the Alternative State Highway and head north following the North Auckland Rail line to the Kumeū-Huapai town centre and west to terminate east of Matua Road.

A station located at Huapai will enable residents from the surrounding area to access a park and ride adjacent to the station.



The other station, located near the Kumeū town centre, will provide access to the station by all types of transport – public transport, walk, bike, scoot, or drive.

The RTN will pass through Kumeū-Huapai on, or near, the existing State Highway 16 (SH16) corridor (Main Road). Auckland Council adopted the Spatial Land Use Strategy for Kumeū-Huapai in May 2021. This strategy proposes an expanded business zone to the west of the existing business zone adjacent to Access Road. The Tawa Road/Access Road connection with the new highway will support heavy vehicle access and is aligned with the strategy. For more information about the Council's strategy, visit aucklandcouncil.govt.nz

Implementing rapid transit is a significant project, will take time, and will require widening along Main Road. In the long-term, key intersections along Main Road, including with Access Road and Station Road, will need to be upgraded.

An example of what the cross section could look like with a rapid transit corridor running on one side of the road, is shown below.



This is what the cross section through the town centre could look like

This is what the cross section could look like in the rural area



Alternative State Highway Corridor

This proposed new connection will extend between a new interchange at Brigham Creek and SH16 to the west of Huapai.

It would move the existing SH16 out of the Kumeū-Huapai town centre and enable a wider range of travel choices - including walking, cycling and public transport - for the growing number of people who will call the northwest, and particularly Kumeū-Huapai, home over the next 30 years. It will also provide access to existing and future industrial land on Access Road. Please refer to the *Improving Kumeū-Huapai* information sheet for further detail.

For more information about the Alternative State Highway Corridor please refer to the *Alternative State Highway Corridor* information sheet.

Brigham Creek Interchange

The current roundabout at SH16/Brigham Creek Road will be upgraded to an interchange in the future. The interchange will be complex as it needs to provide for many transport modes – including a potential future RTN, a cycling and walking corridor and the Alternative State Highway. The interchange will also need to provide for local people to move around, which will be supported by our other transport projects such as the upgrade of Fred Taylor Drive and Brigham Creek Road.

Cycling and walking corridor

A high-quality cycling and walking corridor will connect the northern part of Redhills to Kumeū-

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Huapai, following the same route as the future potential RTN. The corridor will pass through rural land before reaching Kumeū-Huapai.

Cycling and walking facilities are also provided along the Alternative State Highway to SH16 to connect with the Kumeū-Huapai southern growth area. We are still investigating what side of the highway they will be located on.

A cycling and pedestrian connection at Tawa Road will provide a connection to the Kumeū-Huapai town centre. Taupaki Road will be upgraded to provide a walking and cycling connection between SH16 and the Alternative State Highway/Rapid Transit Corridor.

The corridors will safely separate cyclists and pedestrians from vehicles, and is expected to be used primarily by commuter cyclists including those using e-bikes. The corridor will not cross any driveways or intersections and will provide a direct and uninterrupted connection for cyclists from the expanded Kumeū-Huapai area, to jobs and social opportunities at Westgate and Whenuapai.

In the future, the corridor will also connect with existing and proposed cycleways in the north west. In the shorter term, the Waka Kotahi NZ Transport Agency SH16 Brigham Creek to Waimauku project will improve safety and efficiency for all road users on this stretch of SH16. It includes improvements to the intersection with Coatesville-Riverhead Highway.